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INDIA, AUSTRALIA, &c., and for  
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**HONGKONG WEEKLY  
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日四十月五年元統宣

HONGKONG, THURSDAY, JULY 1st, 1909.

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[a40-1]

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[a692]

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Hongkong, 29th April, 1908. [a627]

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1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 15 minutes.

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[a32]

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Hongkong, 4th June, 1909. [a35]

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[a51]

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INDISPENSABLE TO SPORTSMEN

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THESE FLASKS WITHOUT THE AID OF CHEMI-  
CALS WILL KEEP HOT DRINKS HOT FOR 24  
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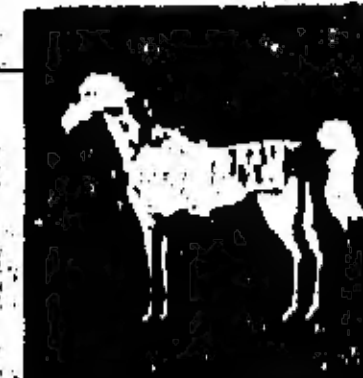
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Hongkong, 17th June, 1909. [a33]

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Lv. —Changchun ( " )	5 a.m.	Monday	Wednesday
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Ar. —Mukden ( " )	2.10 a.m.	Wednesday	Friday
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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.  
Singing Band Plays during Tiffin and Dinner.  
Well Furnished Reception Rooms.  
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Electric Lifts to each floor.  
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Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS.  
A. F. DAVIES, Manager.

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Ladies' Afternoon Tea-Rooms.  
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Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if  
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Table D'Hote at separate tables.  
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Hongkong, 24th July, 1905. [a651]

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SCOTCH  
WHISKYA BLEND OF THE FINEST PURE  
MALT WHISKIES DISTILLED  
IN SCOTLAND  
OF  
GENUINE AGE  
AND  
FINE MELLOW FLAVOUR.

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ROBT. PORTER & Co's  
BULL DOG BRAND  
GUINNESS' STOUT  
IN PINTS AND SPLITS.A. S. WATSON & CO.,  
LIMITED,  
ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

NOTICE TO CORRESPONDENTS.  
Only communications relating to the news  
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Correspondents must forward their names and  
addresses with communications addressed to the  
Editor, not for publication but as evidence of  
good faith.All letters for publication should be written on  
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No anonymously signed communications that  
have already appeared in other papers will be  
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## BIRTH.

At Royston, Herts. (by telegram), the 28th  
June, the wife of CHAS. W. MAY, Hongkong  
and Shanghai Bank, a daughter.HONGKONG OFFICE: 10A, DES VŒUX ROAD C  
HONGKONG OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

Hongkong, July 1st 1909.

If the Imperial Press Conference, concluded rather more than a week ago, has accomplished nothing more than the concentration of thought upon the difficult problem of imperial defence, it has justified its being. But it has done more. It has roused the Mother Country and the Colonies to a greater sense of their mutual obligations. It has thrilled the whole Empire with a patriotic fervour, perhaps felt just as keenly before, but what is of even greater value, it has helped to a better understanding between the people of the United Kingdom, and people of the Dominions, over the seas. The Conference was no ordinary gathering of newspaper men met to discuss matters affecting their own interest. It was an assembly unique in the annals of Empire. The Conference was Imperial. Its considerations were questions of Empire, questions of policy, questions of developing trade, and kindred considerations. And its discussion and conclusions were perhaps of even greater weight than if its members had been representative politicians, because, without belittling the profession of the politician, it may be said that he has not the same opportunities for gauging public opinion and for forming it as the journalist. That so many of these men should be brought to the seat of Empire and enabled to revive associations which

naturally grow dim with the passing years, enabled to see the difficulties which harass the Home Government, enabled to understand what could only be obscure and inappreciable from the distance of their colonial homes, is without doubt an epoch in the history of empire, and the value of its results cannot be minimised. All these men, having their patriotism stirred, having arrived at a better understanding themselves and ready therefore to promote a better feeling between the Mother Country and the Colonies, and having realised the dangers which beset the Empire, will return to their homes with a new light, with a new gospel. In other words, they will be Missionaries of Empire. With so many voices breathing expressions of affection, with so many pens writing the same story of imperial and colonial obligations, and with so many orators preaching the same gospel of mutual goodwill, it follows that the Empire should enter on a new era, that, instead of the Mother Country regarding the Colonies as so many encumbrances, she will recognise in them so many supporters, and become proud of their growing strength and maturity, and the Colonies, instead of regarding the Homeland as having no interests in them beyond the financial, will cultivate a better feeling which should result in greater happiness, not because of the agreeable sentimental relationships which have been established but because of the sound business associations which have been developed and which contribute in no little degree to the happy result attained. We do not exaggerate the power of the Press when we suggest these eminently satisfactory results. It has only to be stated to evoke acknowledgment that the Press exercises a great influence in such questions as commercial policy and organisation for defence. These are now the very kernel of Imperial politics, and the better those who form opinion on them understand them and each other, whether they be statesmen or journalists, or both, the more rapid and sure must be the advance towards that co-operation on which the future of the Empire depends. While we do not minimise but rather emphasise the power of the Press in this direction, we must admit that it has another function. Its *raison d'être* is not the advocacy of policies, but the provision of authentic news. Hardly a week passes without some instance of the danger and difficulties to which the limitations of our present news services expose imperial statesmen, and in advocating and perhaps securing a cheaper service of cablegrams the Press of the Empire show that they appreciate the necessity for a greater knowledge and better understanding between the Mother Country and Dominion and Colony and Dependency. The opinion that all honest journalistic enterprise is vain which is not directed before all things to the provision of sound and accurate news, which we endorse, and if the starting point of a wider and sounder system of Imperial intelligence be traced to the Conference its place in history will be a proud one indeed.

An official telegram from Singapore states that Hongkong has been declared a plague infected port.

A gramophone, valued at \$80, was stolen from 2, Connaught Road Central between Monday night and Tuesday morning.

The Ipoh paper says it is rumoured that an income-tax will be introduced in the Straits Settlements to replace the lost revenue from opium.

A forest guard prosecuted at the Magistracy yesterday two cattle dealers for allowing their cattle to roam in the plantation near Shatin. They were fined \$7 each.

Mr. W. S. Jackson, of the Yangtze Insurance Association, who has been seriously ill in Tientsin, has returned to Shanghai and is now well on the way to recovery.

Eighteen deportees from the Dutch East Indies, who arrived here a week ago, are still in the colony, as instructions have not been received as to where they are to be sent.

One of the partners of the Sun Wo carpenter shop in Hing Loong Street reports that between the 1st May and the 28th June the accountant collected \$500 due to the firm from different shops and absconded.

A Chinese woman, who travelled from Hoihow to Hongkong on the steamer *Carl Diederichsen*, informs the police here that on the way she was robbed of \$242, which represented all her savings at Hoihow for a number of years.

The crusade against cigarette smoking continues at Poochow. In an anti-opium procession there last week two loads of cigarettes were carried by coolies to be burnt with the collection of old opium pipes and opium-smoking paraphernalia.

At the Magistracy yesterday a Chinese woman from Shaukiwan was charged with attempting to bury the dead body of a newly-born child near the reservoir at Shaukiwan. The child was not her own. She was fined \$25 or one month's imprisonment.

The Siberian Mail of the 5th June was delivered in London on the 29th June.

From the *Poochow Echo* we take the following paragraph:—"The Poochow market is booming. Good Old Poochow. When the most depressing news comes from the London Market, and things look at their worst, the merry Chasoo is always sanguine, and is now scrambling to buy Tarry Soundhongs irrespective of price."

A Tokyo telegram states that beans and beanseeds from Manchuria exported to Europe through Japanese merchants have already amounted to thirteen million yen in value. This fact is regarded here as significant, showing how the resources of Manchuria are being developed by the Japanese.

A curious report was made to the police yesterday by a little girl, residing at 23, Elgin Street, who stated that while she was sitting on the steps at the entrance to the Italian Convent with her brother, a boy came along and snatched from her brother's arm a bamboo bracelet mounted with gold valued at \$5.50 and a jade stone bangle valued \$1.50.

The programme of the third race meeting of the Hongkong Gynkhama Club, which takes place at the Happy Valley on Saturday is issued. There are as usual six events, and the entries are very satisfactory, giving promise of a meeting no less interesting than its predecessors have been. The tent-pegging competition will be, this time, not for teams but for individuals. There are fifteen entries for this event.

Comment has often been made of the facilities to thieves afforded by the water pipes in front of houses. Another instance was reported yesterday when a man was sentenced to six weeks' hard labour for stealing property valued at \$50 from 13, Gage Street. He gained an entrance by means of the down water pipe, but in descending he had the misfortune to fall to the ground and break his arm, so that he was an easy capture for the police.

The profit of the Shantung Railway Company amounted in 1908 to m.2,965,377, against m.2,903,480 in 1907. A dividend of 42 per cent., the same rate as for 1907, was declared. The result was unfavourably influenced by the decline of silver, in consequence of which the receipts of \$2,599,940 (1907, \$2,355,696) have only given m.4,645,099 (1907, m.5,036,043). The receipts of the four months of the current year amount to \$1,080,000, i.e., 23 per cent. higher than in the previous year.

## CAPTURE OF PIRATES AT MACAO.

The Police Authorities of Macao (writes our correspondent) are entitled to a great deal of credit for the capture of a gang of pirates they have just effected. They had news that a junk from Hongkong was bringing a number of pirates to Macao, and they consequently kept a sharp look-out. Success attended their efforts. The men in question were put under arrest, and the police were able to elicit from them information as to the whereabouts of their comrades ashore. The gang was divided into two groups, one group occupying a house in Rua da Palma, and a larger number were living in Rua Formosa. The capture of the smaller of the two groups was easily effected, but the greatest difficulty was experienced in arresting the others. Every precaution was taken to prevent their escape, and even the Fire Brigade was called to the vicinity by the police in case the pirates, in despair, set fire to the house. Shots were exchanged between the pirates and the police, but the former were eventually overpowered and the result was the arrest of about a score, among them being a noted pirate chief. A few women and children were also in the house. The police also found a number of good revolvers and a quantity of ammunition.

## INTERPORT TENNIS.

The tennis matches between Kobe and the Hongkong Garrison Team opened on June 22nd. The Interport Doubles were played at Kobe, in the presence of a fair concourse of spectators.

Messrs. C. J. Lucas and J. M. Mollison beat Captain Bensley and Lt. Byrne by 3 sets to 2, the scores being 6-2; 6-3; 2-6; 4-6; and 6-3.

Captain Garnett and Lieut. Bagnall defeated Messrs. Millward and H. V. Wilkinson by 3 sets to 2. Scores: 6-3; 6-3; 11-9; 7-5; and 6-4.

In the Mixed Doubles—Mrs. Bensley and Lieut. Byrne playing for Hongkong and Mrs. Faust and Mr. Mollison for Kobe—Kobe won each set, the scores being 8-6; 7-5; and 6-4.

The result of the play at Miram was: Captain Baird and Lieutenant Satterthwaite (Hongkong) beat Messrs. T. D. Wright and J. E. Crane (Kobe), the scores being 6-3; 6-2; 6-0. Capt. Brierley and Lieut. Whyte (Hongkong) beat Messrs. Crane and Stephens (Kobe), the scores being 7-5; 10-8; 2-6; 4-6; and 6-4.

## UNHAPPY MARRIAGE CURE.

Proceeding in the theory that bad household management is the cause of most divorces, a thousand American reformers have embarked on a new crusade of moral reform by cooking. Under the title of "The American Home Economics Association," which has just received from the Supreme Court its articles of incorporation, they have banded together for the purpose of instructing all schools, colleges, and universities to include in their curriculum instruction in the domestic art and sciences. What to eat and how to buy food and prepare it in the most economical manner, will be the main subjects of new classes to be formed. "We believe," says Mrs. Richards, president of the association, "that if all public schools, colleges, and universities, as well as universities and colleges, could be equipped with departments of domestic art and science, living conditions would improve materially, and that less household material would go to waste, the health of individuals would be better, the actual cost of living would decrease, and folk would be much happier."

## TELEGRAMS.

[Protected by the Telegraphic Messages  
Copyright Ordinances 1894.][REUTERS'S SERVICE TO THE "HONGKONG  
DAILY PRESS"]

## TURKEY AND CRETE.

LONDON, June 30th.

The Porte has instructed its Ambassadors to inform the Powers that it has never ceased to protest against the concessions made to the Cretans under the existing arrangement, and to warn the Powers that it is unable to accept any proposals recognising Greece as having even an indirect interest in Cretan affairs.

THE U.S. SENATE AND THE  
TEA DUTY.

LONDON, June 30th.

The Washington Senate has rejected the Tariff amendment to impose a duty of ten cents per pound on tea for the benefit of South Carolina tea growers.

## THE BRITISH ARMY.

A GREAT IMPROVEMENT.

LONDON, June 30th.

An Army Memorandum by General French reports the field army as being in a high state of efficiency, well prepared to take the field at the shortest notice. It consists now of 10,157 Officers and 265,515 men liable for foreign service as compared with 7,463 officers and 185,523 men in December 1905.

## CASTOR SILK.

The latest number of the "Agricultural Journal of India" contains an article, illustrated by numerous plates and photographs, on Eri or castor silk, the Assam silk of commerce. Mr. H. Maxwell-Lefroy points out the numerous advantages and peculiarities of this silk, and expresses the view that there is room for a very large extension of the Assam silk industry. Since the women require only castor leaves for food it would appear that this class of silk can be grown, spun, and woven in a very large part of India, in fact almost wherever the castor plant is grown. The insect is completely domesticated in the sense that it will not run wild and become a pest, the whole life is passed in captivity, and the silkworm does not attempt to leave the rearing shed. The silk cocoons can be utilised just as cotton is, but yield a far more durable cloth; dyeing can be done with ease, either in the cocoons, the thread, or the cloth, and the silk takes fast colors with the indigo. The rearing of the silk-worms is easy, and the production of thread and cloth offer no difficulties to persons accustomed to spinning and weaving cotton. At present seed is obtainable only from Assam and the Pusa Institute, and Mr. Maxwell-Lefroy strongly advises that seed should be obtained from Pusa, where a large supply is usually available. A limited number of men trained to the work are available for starting the industry in new places, and anyone wishing to learn it can be taught at Pusa in a short time. The industry is being taken up in various parts of India, and wherever there is a demand for light remunerative work, such as can be done by women and children, if castor is available there seems no reason why the rearing, spinning and weaving of this silk should not be a success.

## AN AERIAL FERRY.

FOR WAGGONS AND 350 PASSENGERS.

Perhaps the most remarkable bridge in the world is the aerial ferry which extends across an artificial canal separating Minnesota Point from the city of Duluth. In order to provide a short cut to her harbour, Duluth dug a canal across the point, thereby turning its extremity into an island, much to the chagrin of sundry residents thereon. To help them the city for a while carried them to and fro in rowboats, then by a steam ferry as their numbers increased.

The steamboat was slow and expensive, says "St. Nicholas," and everybody soon wanted something better. Then Duluth built an aerial ferry bridge 186ft. high in the clear, so as not to interfere with the tallest masts, and from the bridge suspended a car 50ft. long by 34ft. wide, in which passengers travel across the canal rapidly and in comfort. The floor of the car is 6ft. above the ground and only a little more than that above the water. The car itself is fastened to metal rods or hangers, which in turn are attached to wheels that roll on a track on the overhead bridge 135 or more feet in the air. The car is moved by electricity, and makes the passage across the canal in a little more than one minute. It will carry at one time 125,000lb., which is said to be equal to a fully-loaded double-deck street car, two loaded wagons, with their teams, and 350 passengers. It makes 12 trips an hour between five in the morning and midnight, and two an hour after midnight.

## THE HONOLULU DOCK.

The contract for the construction of the naval dock at Pearl Harbour, Honolulu, has been awarded to the San Francisco Bridge Company, whose bid was \$1,760,000. The bid of Leach of Boston, whose figure was the lowest, was rejected on account of the guarantee clause being defective. The San Francisco Bridge Company is a large Coast concern of which John McMillan is the head.

## LATEST STEAMER MOVEMENTS.

The str. *Borneo* left Sandakan on the 27th ultimo p.m., and may be expected here on or about the 4th instant a.m.

## SUPREME COURT.

Wednesday, June 30th.

IN APPELLATE JURISDICTION.

[BEFORE THE FULL COURT.]

A COMPROMISE'S LIABILITIES.

The appeal was continued against the decision of the Chief Justice in the action in which Messrs. S. J. David and Co. proceeded against their comrades, Chan Ut Chin, to recover \$648,816. Messrs. D. MacNeil and C. G. Alabaster, instructed by Messrs. H. J. Gedge and A. Jackson (of Messrs. Johnson, Stokes and Master), appeared for the appellants (plaintiffs), while Hon. Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. J. Scott Harston (of Messrs. Evans and Harston), represented the defendants.

Sir Henry Berkeley stated that at the conclusion of Mr. MacNeil's address to their Lordships he submitted that no effect could be given to the documents—meaning thereby the documents and the mortgage—unless the compromise was held liable to pay the losses sustained on Chinese contracts. His friend could only support that proposition by insisting that there might be or should be read into the mortgage, by means of the proviso for redemption, a personal contract to pay these losses. And his learned junior suggested that the effect of the judgment in the Court below was to render the documents what he described as meaningless; meaning thereby, Counsel supposed, that the documents had no meaning unless they were held to impose liability on the compradors to pay the losses on Chinese contracts. Both the learned Counsel altogether overlooked the only construction to be placed on the documents by the usual interpretation to be put on the language in which those documents have been drawn. The effect sought to be placed on the documents by Counsel for the other side could only be given by straining the meaning to breaking point, and by implying something there was no warrant for implying. The effect that his learned friends contended for was altogether unnatural. The agreements were clear and unambiguous. A particular security was taken for the performance of a particular agreement, and that particular security consisted of the matters specified in the documents themselves. They consisted of, first, a cash deposit of \$25,000; and secondly, an assignment of specified landed property. It was contended by his friends, that if they were driven from the position they endeavoured to take up, that this proviso for redemption might be regarded as a personal covenant to pay; that at all events the contractor was liable under some simple contract liability which the documents were supposed to impose upon him. Where an agreement was expressed, nothing was to be implied. They had a clear, unambiguous, explicit agreement between the parties, and a clear and explicit security given for the performance of that agreement. It would be doing violence to the maxim he had cited to the Court, and to the language of the documents themselves, for the Court to imply any simple contract liability outside the words of the contracts themselves. It was not competent for the Court to adopt any such line as that suggested by his learned friends, but it was necessary no doubt for his friends to take up that line as a last trench.

Mr. Slade, after the tiffin adjournment, dealt with the law concerning mortgages. He said it was not a necessary part of a mortgage that there should be any covenant for payment of the money secured by the mortgage. There might be cases where a mortgage was made to secure the payment of money, and yet no liability, express or implied, on anyone. That was what he said in this case; there was a mortgage to secure certain payments, yet there was no liability, express or implied, on anybody to make those payments. The security for these payments was the land, and nothing but the land. His friend's suggestion was that there must be an obligation on every person who pledged his property.

Mr. MacNeil—Not necessarily by covenant. Mr. Slade—I quite understand that. It must be either a simple contract obligation or under bond or covenant, or else it is not a mortgage. A man can perfectly well enter into a mortgage affecting his property without being under personal liability of any kind, sort or description.

Proceeding, Mr. Slade said his learned friend in the earlier portion of his opening, instanced the case of a surety as being one on which there was no necessary implication of a personal liability. In the case of a surety for money lent; for instance, money is lent to a person, and another guarantees the repayment by that person, by a mortgage of his property. Unless there was a personal covenant there was no personal liability on the surety at all. The personal liability to pay the money by reason of the original debt, was in the original debtor whom the surety secured by the mortgage of his property. The right of a mortgagor was first of all to require a reconveyance if he performed the conditions contained in the proviso for redemption. If he did that, then under the very terms of the deed the mortgagor was bound to reconvey, and could be compelled to. The next important right of the mortgagor was to obtain redemption of the property at any time before the mortgagee had lawfully parted with it. Right of redemption was an incident attached to a mortgage in whatever form, by equity. The rights of a mortgagee were, firstly, if it was a true mortgage, that he could obtain the property himself, for himself, by means of foreclosure. It is right as at law, of course, to have the property on the default. But equity did not allow him to get rid of the right of redemption except by what was called the action for foreclosure. The Court of Equity appointed a specific day some months hence, by which date the mortgagor must redeem, or be forever debarred of his

right to redeem. On the passing of that day the Equity Court would refuse to further interfere, and would allow the mortgagee undisturbed possession under his legal title. The next right of a mortgagee was one which was rarely accorded to him unless it was provided for in the deed, it was a power of sale. The next right a mortgagee had was to sue on any covenant or contract, either contained in the deed or outside the deed. Another right which the mortgagee had was to go into possession. That was strictly a Common Law right, because the property was being conveyed to him upon a condition which had been broken. His learned friend Mr. MacNeil stated that if a man accepted a post under a deed, and the post had obligations attached to it which were specified in the deed, then there was an implied covenant to perform those obligations. That was extremely specious, and sounded extremely right, but unfortunately the authorities were dead against it. The hearing was adjourned.

RETIREMENT OF A POPULAR  
OFFICIAL.

PRESENTATIONS TO MR. A. SETH.

A number of solicitors gathered in the Registrar's Office at the Supreme Court yesterday morning with the object of making a presentation to Mr. Arathoon Seth, Registrar of the Court, on the eve of his retirement. There were present—Messrs. M. J. D. Stephens, J. Hastings, F. P. Holt, R. A. Harding, J. H. Gardiner, R. D. Atkinson, F. X. d'Almeida e Castro, Crowther Smith, F. W. Goldring, Otto Kong Sing, H. L. Denys, Jr., and S. W. Tao.

Mr. Stephens, in making the presentation, said that the body of solicitors practicing in this Colony felt that they could not let this occasion pass without expressing to Mr. Seth their great regret at his vacating the office of Registrar, Trustee and Official Administrator of the Court. Mr. Seth having acted so long and so carefully, they could not forget his readiness to assist them at all times, nor could they forget his invariable kindness to them. The speaker could not recall an occasion when there had been an unkind word from Mr. Seth during his term of office, and he was sure that not only the solicitors but the whole of the community would endorse his remarks as to Mr. Seth being both kind and courteous. The speaker expressed the wish that Mr. Seth would return to the Colony after a pleasant holiday benefited in health, and assured him of a hearty welcome home from his old friends. The solicitors of the Colony took this opportunity to ask Mr. Seth to accept a few little souvenirs. First, there was a silver plate on which would be engraved "Presented to Mr. Seth by the solicitors of the Colony on his retirement from office." Other presents were a silver cigar case and a pair of binoculars. With the latter he could, as he left on his holiday, take a view of the Colony in which he had spent so many of his days. The speaker concluded by reiterating the wishes of the members of the junior bar that Mr. Seth would be favoured with a pleasant voyage and a safe return.

Mr. Seth, in accepting the presents, said he felt it was very kind of the solicitors to think of his retirement from the service. Whatever assistance he had rendered to the solicitors of the Colony he had only given from a sense of duty as Registrar. He believed it was the practice everywhere for the Registrar to work in accord with the solicitors, and he had endeavoured to do this to the best of his ability. He felt quite proud to think that on his retirement he had been made the recipient of such lovely presents from members of the profession. The gifts would be preserved as heirlooms, because it was not every day that a man got presents from a community of solicitors. When a man received presents from those with whom he had been in touch so long, such gifts would always be highly valued. As these presents knew, he was someone who could make a long and affecting speech, but they could quite understand his feelings. He concluded by thanking all present very heartily for their kind thoughts of him, and stated that he hoped soon to return to the Colony to renew old friendships.

## A FAREWELL TOAST.

Representatives of practically every Government department assembled in the small Supreme Court on Tuesday to bid an adieu to the departing Registrar. Among those in attendance were Sir Henry B. Berkeley, K.C., His Honour Mr. Justice Gompertz, Messrs. J. H. Kemp, C. J. Melbourne, F. J. Badoley, E. D. C. Wolfe, T. H. King, G. N. O'Brien, A. G. M. Fletcher, P. P. J. Wodehouse, G. H. Wakeman, J. R. Wood G. A. Woodcock, A. Gibson, A. Chapman and E. A. Irvine.

Sir Henry Berkeley proposed the toast in singularly happy speech, in which he referred in eulogistic terms to the ability and good qualities of Mr. Seth, whom he described as his oldest friend in the Colony. Mr. Seth had been an energetic and loyal worker in the Government service since 1878, and that his services were highly appreciated was evidenced by the fact that His Majesty the King had been pleased to confer upon him the Imperial Service Order. He was sure all united in wishing him a pleasant holiday, and long enjoyment of the rest he had so well earned.

The toast was duly honoured, and Mr. Seth suitably responded.

## THE TRANS-BAIKAL RAILWAY.

TRACK TO BE DOUBLED IN 1910.

The Ministry of War at St. Petersburg has been conferring for some time with the Ministry of Ways and Communications with regard to laying down a second line of rails along the Trans-Baikal railway. The result of the conference is now announced. It is to the effect that the railway track in question shall be doubled "for strategic reasons," but that the work shall not be begun before 1910.











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Hongkong, 21st July, 1908. [908]

### DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.  
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From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907. [415]

### SIEN TING

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No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
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IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, KING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

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FURNITURE AND PHOTO-GOODS STORE.  
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DEALERS IN LADIES' & GENTS' BOOTS & SHOES, UMBRELLAS, &c., &c.  
Cameras fitted with "Zeiss", "Görz", "Rosa" & "Aldis" Lenses.  
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Hongkong, 24th April, 1909. [37]

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Photographic Goods of every Description in Stock.  
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### MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."  
A.I., A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.  
DOCK No. 3.  
Extreme Length... 722 feet  
Length on Blocks... 513  
Width of Entrance on Top... 963  
Width of Entrance on Bottom... 884  
Water on Blocks at Spring Tide... 344  
DOCK No. 1.  
Extreme Length... 523 feet  
Length on Blocks... 513  
Width of Entrance on Top... 88  
Width of Entrance on Bottom... 62  
Water on Blocks at Spring Tide... 62  
DOCK No. 2.  
Extreme Length... 371 feet  
Length on Blocks... 350  
Width of Entrance on Top... 66  
Width of Entrance on Bottom... 53  
Water on Blocks at Spring Tide... 22  
PATENT SLIP.  
Suitable for vessels up to 1,000.

THE WORKS are well equipped with the LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.  
A LARGE STOCK of MATERIALS is always kept on hand.  
The COMPANY has the powerful steamer "OURA-MARI" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. [905]

## JAPANESE AIRSHIPS.

The correspondent of a London journal writing from Tokyo on May 17th gives the following account of Japanese progress in aeroplanes.

Although, apparently, little public interest is taken in Japan regarding aeroplanes generally, the Government is keenly alive to the possibilities of the airship, and a little exertion into such an untrodden path of human activity reveals the fact that secretly much work is being done of a character similar to the great efforts of Zeppelin and other experimenters with the dirigible balloon.

No practical work is being done with the aeroplane, the usefulness of which is doubted in comparison with the possibilities of the dirigible type, but the progress made in all branches of aviation is being watched very closely and recorded in the archives of the Department concerned.

For this purpose a corps of translators is employed by the Japanese Government, and every important article on the subject of aviation appearing in European and American journals is duly translated and docketed for future use.

The principal inventor for the Government is a private citizen, a civilian, of whom a good deal may be heard in the future. He has just patented the Yamada Kikui, an airship for which advantages are claimed.

Mr. Isaburo Yamada is a man of forty-seven, short and thickset, with the typical Oriental eye, expressionless except to a close observer, and short-cropped hair.

In a small, Dickensian sort of house in Tokyo, crowded in among others, with a tramway in front and a railway at the rear, in the midst of all sorts of noises, Mr. Yamada works out his intricate calculations, untroubled, with the plans of his airship and the details of its construction, and with a third invention of which he talks little.

The leading idea in Mr. Yamada's invention seems simple enough. It has an ordinary deep-bellied balloon, length thirty-five metres, and holding 2,000 cubic feet of gas, towed by a gasoline motor of 50-h.p. suspended from the bow or head of the balloon.

The inventor claims that the shape of the balloon gives it an advantage over the Zeppelin type in navigating a strong wind. It is better able to resist a wind than, and can always keep its head to the wind and yet go in any direction by means of the motor, suspended fifty feet below, whose propeller is capable of six hundred revolutions a minute.

One man is seated in the motor-boat, in telephonic communication with the commander and others, while in the basket immediately below the balloon is the man in charge of ammunition, who drops his shells through a hole in the bottom of the basket.

The commander and engineer are in the basket to the rear, having with them a compass and an instrument to measure the velocity of the wind.

There are two compartments in the balloon, the top containing hydrogen, and the bottom compartment, which will be seen outlined in the plan, air, which enters through the funnel underneath the bow and is let out through the smaller funnel at the stern.

Mr. Yamada explains that, while this is a German idea, as far as he is concerned the idea is original as applied to balloons.

But it is a very old one in Japan. For hundreds of years May 5 has been the date of the Boys' Festival (Furiko no Sekku), and on this date large paper or cotton fish (carp) float suspended from bamboo poles, like flags.

The mouth of the carp, through which air enters, is large, the large body or balloon is inflated and floats in the wind, the air finding an exit through the smaller hole at the tail.

This idea is exemplified in the plan of Mr. Yamada's balloon, and he claims that it was the floating carp which suggested it. Two other features of the plan are the valves on the roof of the balloon.

The safety valve is on the right, while the one to the left is the escape valve to enable the balloon to descend.

The projection at the rear is the rudder, the shape of which is seen more clearly in the accompanying photograph, representing the identical balloon which did effective reconnaissance work at Port Arthur. In a few months it is hoped the first trial in the air will be made.

The Yamada Kikui, as it is now registered in the Patent Office of Tokyo, is the first of fifteen years' study, but is not a first invention.

Years ago Mr. Yamada turned out a collapsible boat, the hull of which was of the material used in the balloon bag. At that time he was ordered by the War Department to produce a material best suited for balloons, and the result is now in use in the Balloon Corps of the Army. It consists of an outside layer of silk with rubber between.

Beyond studying the best balloon material, Mr. Yamada has also been engaged in investigations for the Government with the object of producing rubber.

The composite material that Mr. Yamada has evolved will be used for the "Kikui," now under construction in an outlying district, which will be finished in three months.

Altogether Mr. Yamada has devoted fifteen years of his life to the study of aeroplanes, and when he secured his patent in February last the Emperor at the same time conferred upon the inventor the Sixth Class of the Order of the Rising Sun.

Simultaneously with the completion of his airship the inventor perfected a small gas motor, whose object is the destruction of what has already been accomplished after so much labour.

A balloon is an easy thing to set afloat if you can drop fire upon it. This is what the new destroyer will do, but Mr. Yamada was reluctant on the subject, and not so ready to oblige the inquiring foreigner as when talking about his airship.

A sketch plan of the invention, however, showed a mass of brilliant starlike fire falling upon an airship.

Above the falling fire the small destroyer was seen, having reached the apex of its course from the camp, whence it had been discharged.

Assuming that a hostile vessel has arrived over the Japanese camp at an altitude, say, of a thousand metres, the destroyer is sent up like a sky-rocket, timed to discharge its fire at a certain moment, when the vessel is immediately above the airship. It then bursts and spreads jets of fire a thousand metres in extent.

The fire falls, enveloping the airship, and continues alive till within a few hundred metres of the ground, when it exhausts itself.

Another type of the destroyer is fitted with steering gear, such as is seen on the torpedo, and is designed to ascend diagonally in order to attack in approaching vessel. Each of these types, it should be noted, after discharging its fire, is designed to return to the sender, but at some distance from the point of despatch.

There can be no exaggerating the difficulties Mr. Yamada has encountered in trying to overcome the effects of varying and eccentric currents of wind at different altitudes.

At last, there is no doubt of these difficulties being uppermost in his mind, and his efforts to overcome them have led to an invention, duly

planned in blue and white, but which is as yet a secret.

With this theory in working shape Mr. Yamada hopes to be able to defy the destroyer, and to do what is more creditable still in his opinion, conquer the air, so that ships will not be at the mercy of every wind that blows.

What reference was made to European and American activity in aeroplanes showed Mr. Yamada to be well acquainted with the most discussed questions of the subject.

His source of information is the translators' bureau referred to at the beginning of this article, where he says he can read in his own language everything that is written upon the subject in Europe.

He does not regard the future of the aeroplane with enthusiasm, nor does he think the development of the airship as a means of commerce very hopeful.

Between the application for and the grant of the patent for the Yamada Kikui nearly three years elapsed, but because of certain preliminary investigations it was considered premature to give the invention the publicity conferred by the Patent Office.

The delay shows the interest taken in the whole subject by the Japanese Government.

During the war Japan made much more effective use of balloons than the Russians did, and by the time of the next war it is probable Japan will be as well furnished in respect of airships as any European Power.

J. N. PERKINSON.

## THE COTTON INDUSTRY.

### PROGRESS IN INDIA.

A correspondent writes as follows to the Times of the progress of the cotton industry in India, as in England, in the cotton industry, and in spite of trade depression and the cotton tax duties, its progress is remarkable. The extent of the progress can best be realized by an examination of the following official statistics, showing the increase in the number of mills, spindles, looms and employees, and in the amount of nominal capital invested during the last quarter of a century.

It will be observed that since 1882-3 the mills have increased by 566 per cent, while the capital is three times as great, and the employees are four times as numerous. It is especially important to note, in indicating the trend of the industry, that looms have increased by over 440 per cent. as compared with an increase of 348 per cent. in spindles. During the 20 years ended 1902-3 looms increased by 28,000, but during the subsequent five years they increased by no less than 23,000. At the end of 1907-8 there were 98 mills, used exclusively for spinning and 13 for weaving, while in 116 mills spinning and weaving were carried on. The corresponding numbers five years ago were 113, 4, 84 respectively. It is clear, then, that the rapid increase in the number of foreign markets for yarn have induced the mill-owners to use more of their yarn for weaving cloth, and this policy has been strengthened by the swadeshi movement.

The Bombay Presidency continues to be the great centre of the industry. It contains 161 mills, or 71 per cent. of the total, and these mills possess 71 per cent. of all the spindles and 80 per cent. of all the looms. Although Bombay city still has the largest number of mills, the industry in Ahmedabad, where there were 50 mills in 1907-8 as compared with 42 in 1902-3 and 32 in 1902-3. As to the amount of nominal capital, £13,160,000, there is some doubt, as an estimate has to be made of the capital invested in certain of the mills belonging to private proprietors. But it is worth noting that less than £1,000,000 of the total is sterling capital, for this fact signifies that by far the greater part of the business is in the hands of Indians.

### PRODUCTION OF YARN.

During the last seven years the annual output of cotton yarn has always exceeded 555 million pounds, the maximum production being 655 million pounds in 1905-6, when the trade was stimulated by plentiful supplies of raw material and by generally favourable conditions in the Chinese market. Subsequently, however, the accumulation of stocks and fluctuations in the Chinese exchange began to react on the Indian mills, and production declined to 631 million and 614 million pounds in 1906-7 and 1907-8 respectively. The latest returns, for the 10 months to January, 1909, show some improvement. The production of yarn of counts above No. 2 has continued to increase, and amounted in 1907-8 to 37 million pounds, or over 9 per cent. of the total yarn production. Five years ago the proportion was only 6 per cent. The spinning of the higher counts is chiefly in the Bombay Presidency, where it represents 11 per cent. of the yarn output. By using Egyptian and other imported cotton the Bombay mills now spin an appreciable quantity of No. 40 and upwards, the amount in 1907-8 being 93 million pounds. But though Indian mills have, during the last few years, tended to produce more yarn of higher counts, the imports have not been unsatisfactory. In 1907-8 they were equivalent to 53 per cent. of the Indian production, but 3 million pounds (or 93 per cent. of the total) were of counts over No. 25.

In turning to the production of woven goods it is found that progress is more marked, the growth in output being more rapid and continuous. In 1907-8 the production amounted to 181 million pounds, as compared with 117 million pounds five years earlier, the proportion of grey or unbleached goods remains at about 81 per cent. of the total. In 1907-8 there was an increase of 14 per cent. over the production of 1906-7. Most of the weaving is done in the Bombay mills, which manufactured 95 per cent. of all the cloth. The most important descriptions of grey goods are shirtings and long-cloths, dhoties, T-cloths, domestics and sheetings, and chaddars. The home production of unbleached goods is now equal to about one-third of the imports of these goods.

During 1907-8 the industry was affected not only by a disorganization of trade in the Far East, but also by a restriction of the purchasing power of the people resulting from a widespread shortage of crops in India, to say nothing of the world-wide depression of trade which operated to hinder industries of all kinds. These unfavourable influences persisted in 1908-9, and the stocks of yarn at the close of the year were considerable.

ENCOURAGING OUTLOOK.  
Nevertheless, the year's business was not without redeeming features. Before 1908-9 ended the stocks of yarn in China had materially declined, and exports from India revived. Moreover, harvest prospects in India were bright, and 1909-10 promises to be a good year. It is not going too far to say that if the falling-off in the recently developed trade with Europe in the yards, due to the failure of Indian yarn to come up to the European standard of reeling and count, but it is to be hoped that compensation will be found in the increasing strength of the Chinese market, where the extension of railways should expand the sales of Indian yarns. That there need be no despair of the future of Indian cotton industry is evident from figures recently published by the Director-General of Commercial Intelligence in India,

which show that the percentage of the market value of cotton shares in India to their face value in 1908-9 was 121.8, as against 100 in the prosperous year 1905-6, although the rate of dividend on ordinary shares had fallen from 6.7 to 5.7 per cent.

As Indian mills rely almost wholly on the home production of raw cotton, it should be noted that the estimated output for the 1908-9 season is greater by 17 per cent. than that for 1907-8. It has been calculated by an expert that of the 1907-8 crop about 42 per cent. was consumed by the mills and 16 per cent. by the domestic spinners, leaving 42 per cent. for exportation.

## JAPANESE BANKING AND IMPROVED CONDITIONS.

Sir Westoby Percival, K.C.V.G., presided at the ordinary general meeting of the Anglo-Japanese Bank (Limited), and stated that the report submitted, after a pleasing year, to the two which had preceded it. Their first report, he said, showed a loss on the first year's working of £2,725; the second report, which covered a period of fifteen months, showed a profit of £500; whereas this year they showed a profit of £10,900. That was a very marked improvement, and he ventured to think it would be regarded by the shareholders as satisfactory. There was one paragraph in the report about which they would desire some information, and that was the statement as to the closing of the Shanghai Agency.

No significance need be attached to that. The Agency had given them a fair return on the capital employed, and any possible loss in exchange in transferring their money from China had been covered. From the real profits of the year they had to deduct the debit balance of the preceding year, amounting to £1,232, and they had therefore a total balance of £9,668 to deal with. The directors recommended that the whole of that amount should be carried forward and dealt with next year. Although the amount was sufficient to pay a 3 per cent. dividend on the subscribed capital they believed that the sound and prudent course to follow was to make no distribution this year. Their chief reason for that was that they desired when commencing to make distributions of profit, at the same time to begin to write off the preliminary expenses account. (Hear, hear.) It would be unreasonable, he thought, to expect shareholders to wait for a distribution until these preliminary expenses were all written off, but it was obvious that this year they were not in a position to materially reduce the preliminary expenses account, and at the same time pay a dividend. For that reason they felt it better to carry forward the whole of the profits of the year, and it would be time enough next year to consider how they should be dealt with, and to arrive at some basis for the shareholders and fair to the bank for gradually extinguishing the preliminary expenses account. He was well aware that some few shareholders expected a dividend this year, but in view of the unfortunate time at which the bank started he thought their expectation of a dividend and end was too sanguine. Few banks which had aimed at firmly establishing a business rather than the making of immediate profits, succeeded in arriving at a dividend paying point during the early years of their existence, and in their own case they had had exceptional difficulties. They commenced business in Japan at a time when speculation was rife, and when it was most difficult to do business on safe lines. The unstable state of things in Japan had happily passed. The commercial classes had learnt their lesson and had profited by it, and now better conditions prevailed and business was forthcoming which was both sound and profitable, and they had no reason for doubting that they would continue to do an increasing and profitable business. It must not be forgotten, however, that with this improvement, and the restoration of confidence, the rates of interest had fallen, and that was a factor which had to be faced by investors, but although lower rates would doubtless prevail, the expansion of business which cheaper money produced would, it was hoped, prove a compensation.

A brief discussion followed, in the course of which regret was expressed that the company was not yet paying a dividend, but after a reply from the Chairman, in which he said that he hoped they might be able to give some return to the shareholders before very long, the report was adopted.

OPIMUM SMOKING IN INDIA.  
We fancy that if an exhaustive enquiry were made from every native of India who smokes opium, evidence very similar to that laid before the Straits Settlements Commission would be obtained. Of the many natives, for example, who regularly frequent the opium dens in Bombay the great majority would be found not to have been sensibly degraded by the habit, and a great many of them would certainly be unable to face the buffets of ill-fortunes were it not the solace of the nightly pipe.

We remember hearing of one old man who claimed that opium-smoking had actually helped him to save money. He earned on an average about eight or ten annas a day. Out of this he purchased one good meal for about four annas, spent two annas on his nightly smoke, and placed the balance aside for the future. "Had I not come here evening after evening to smoke and sleep," he remarked, "I should have perforce wandered about the city and spent all my earnings, and at the same time should have lost the readiness to go forth every morning and work which is engendered by a peaceful night." Another point upon which the Bombay opium-smoker lays rightly or wrongly much stress is that the percentage of regular smokers who have been attacked by or succumbed to plague is very small indeed, and that this immunity from a disease which has penetrated every quarter of the city is due to the hidden virtues of the drug. This is a contention which should not perhaps be accepted without a regular enquiry; but it is firmly upheld by the devotees of "the black smoke," and may contain a germ of truth. Another point to which the Commission draw attention is that prohibitive legislation, even if it could achieve success without an international agreement to stop the growth of the poppy, would most assuredly lead firstly to smuggling and secondly to the adoption by the population of substitutes such as morphia, which are far more deleterious in their effects than opium. We in India have some knowledge of the avid manner in which certain classes of the population have taken to the consumption of cocaine and of the evil consequences of that habit; and it is perhaps not going too far to say that if opium-smoking in accordance with the dictates of Eastern habits were absolutely prohibited here, the difficulties and dangers already attendant upon the craving for cocaine and similar drugs would be very materially increased. As the Commission has pointed out, the ordinary man must indulge in something; and of the various forms of indulgence now prevalent throughout the world opium-smoking is on the whole perhaps less harmful than any except tobacco-smoking.—Bombay Gazette.

## NOTICES TO CONSIGNEES

### "MOGUL" LINE OF STEAMERS.

#### NOTICE TO CONSIGNEES.

S.S. "SIKH"  
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th July, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd July, at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.  
Hongkong, 25th June, 1909. [894]

## NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

### NOTICE TO CONSIGNEES.

#### THE Steamship

"KLEIST,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th July, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th July, at 9.30 a.m. All Claims must reach us before the 10th July, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo.  
Ex. S.S. "SACHSEN" from Smyrna via Naples.  
Ex. S.S. "CANOTO" Ostia via Port Said.  
NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.  
Hongkong, 29th June, 1909. [5]

## HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 4 guns, 3,000 h.p., Com. C. T. Fuller, Weihaiwei.  
Atreus, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain F. E. C. Key, Weihaiwei.  
Bedford, 1st class cruiser, Capt. E. S. Fitzherbert, R.N., Weihaiwei.  
Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. Hon. R. O. B. Bridgeman, Hongkong.  
Briarmont, gunboat, 710 tons, 900 h.p., Lieut. Comdr. F. B. Noble, Weihaiwei.  
Caldwell, British sloop, 1,070 tons, Comdr. H. L. P. Heard, Shanghai.  
Cherub, water tank and tug, 390 tons, 300 i.h.p. Master S. West, Hongkong.  
Chio, British sloop, 1,070 tons, Comdr. C. T. Barrett, Weihaiwei.  
Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Thomas, Weihaiwei.  
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Capt. Roland Nugent, cruising in Pacific.  
Hasty, torpedo-boat destroyer 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Headcote, Hongkong.  
Hurt, torpedo-boat destroyer, 275 tons 6 guns, 4,000 h.p., Lieut. Comdr. Monrose, Weihaiwei.  
Jarus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt. Comdr. Headcote, Hongkong.  
Kent, 1st class cruiser, 9,300 tons, 14 guns, 22,000 i.h.p., Capt. G. C. A. Marescaux, Weihaiwei.  
King Alfred, 1st class cruiser, Flag ship of Vice-Admiral the Hon. Sir Hedworth Lambert, Commander-in-Chief, 14,100 tons, 18 guns, 30,000 i.h.p., Capt. L. Clinton-Baker, Weihaiwei.  
Kinshir, river gunboat, 616 tons, Lieut. Comdr. T. J. S. Lyne, Yangtze.  
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Comdr. F. H. Walter, Bremen.  
Monmouth, cruiser, 9,800 tons, Capt. G. W. Smith, Weihaiwei.  
Moonrhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. C. O. Walcott, West River.  
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. R. S. Roy, R.N., Yangtze.  
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lt. Comdr. B. J. D. Guay, V.C., Weihaiwei.  
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. J. White, West River.  
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. R. Tickell, West River.  
Snares, river gunboat, 85 tons, 2 guns 240 h.p., Lieut. Comdr. Alan Dixon, Yangtze.  
Taku, torpedo boat destroyer Gunner Barlow, Hongkong.  
Tamar, receiving ship, 4,500 tons, 6 guns, Commodore Lyon, Hongkong.  
Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. R. Godfrey, Yangtze.  
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. H. T. Atlay, Yangtze.  
Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Commander. Stevenson, Weihaiwei.  
Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut. Comdr. H. P. Douglas, Port Swettenham.  
Whiting, torpedo-boat destroyer, 350 tons, 5 guns, 5,900 h.p., Lieut. Comdr. C. A. Fremantle, Weihaiwei.  
Widgeon, gunboat 195 tons, 2 guns, 600 h.p., Lt. Comdr. John F. Knox, Yangtze.  
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. R. V. Cottrell, Dorset Yangtze.  
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. R. Livingstone, Yangtze.

## Apollinaris

### "THE QUEEN OF TABLE WATERS."

48 Quarts ..... \$14.00  
24 Quarts ..... 7.00  
48 Pints ..... 11.50  
100 Splits ..... 15.50

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[607-3]

MARTIN'S  
APIOL-STEEL  
PILLS  
A French Remedy for all Irritations of the Urinary Tract. It is the most powerful and reliable of all remedies for the treatment of all cases of Urinary Tract. It is the most powerful and reliable of all remedies for the treatment of all cases of Urinary Tract. It is the most powerful and reliable of all remedies for the treatment of all cases of Urinary Tract.

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Inspection Invited. [910]

DAVID CORBAR & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBURG & CO.  
Sole Agents.  
[674]

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.







# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR Capt. H. W. Kenrick, R.N.R.	10 A.M., 1st July	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SARDINIA Capt. C. C. Talbot, R.N.R.	2 P.M., 1st July	Freight and Passage.
SHANGHAI	DELTA Capt. B. W. H. Snow	About 8th July	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ASSAYE Capt. O. Jones, R.N.R.	Noon, 10th July	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 1st July, 1909.

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 1st July, 4 P.M.
BATAVIA, SAMARANG and SOERABAYA	"SHANTUNG"	On 2nd July, 4 P.M.
SWATOW, WEIHAIWEI, CHEFOO, and TIENTSIN	"HUICHOW"	On 2nd July, 4 P.M.
CEBU and ILOILO	"IOHANG"	On 3rd July, Noon.
HOIHOW and HAIPHONG	"SINGAN"	On 4th July, D'light
SHANGHAI	"LINAN"	On 4th July, D'light
MANILA	"TEAN"	On 5th July, 3 P.M.
SHANGHAI	"YINGCHOW"	On 6th July, 4 P.M.
SHANGHAI	"CHENAN"	On 11th July, D'light
MANILA	"TAMING"	On 12th July, 3 P.M.

THURSDAY ISLAND, COOK-  
TOWN, CAIBENS, TOWNS-  
VILLE, BRISBANE, SYDNEY,  
with Transhipment for TASMANIA,  
NEW ZEALAND, ADELAIDE,  
FREMANTLE and PERTH

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI".  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light  
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.  
REDUCED FARES, Cargo booked through for all Australia, New Zealand and  
Tasmania Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior  
Passenger accommodation with Electric Light throughout and Electric Fans in the State-  
rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN",  
"CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout  
and Electric Fans in the State-rooms, and Dining Saloon, leaving Hongkong for Shanghai  
direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze  
and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of  
transhipment at Wusung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 1st July, 1909.

# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon midships. Electric Light, Perfect  
Cuisine, SURGEON and STEWARDESSE carried. All the most up-to-  
date and necessary for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
-----------	------	---------	-----	--------------

ZAFIRO 2540 E. Rodger Manila On 3rd July, Noon.

RUBI 2540 E. W. Almond Manila On 10th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

Hongkong, 28th June, 1909.

# DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON  
THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS  
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS FOR

"HAICHING" SWATOW, AMOY & FRIDAY, 2nd July,  
Capt. W. C. Passmore FOOCHOW, at 2 P.M.

"HAIMUN" SWATOW SUNDAY, 4th July,  
Capt. Evans at Noon.

"HAIYAN" SWATOW, AMOY & TUESDAY, 6th July,  
Capt. J. S. Rosch FOOCHOW, at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO  
FOOCHOW WILL BE MADE DURING THE MONTHS OF JULY,  
AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL  
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR  
BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 1st July, 1909.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Friday, 2nd July, Noon.
MANILA	"YUENSANG"	Friday, 2nd July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Saturday, 3rd July, Noon.
SHANGHAI	"FOOSHING"	Sunday, 4th July, D'light
SHANGHAI	"YATSHING"	Tuesday, 6th July, Noon.
TIENTSIN via WEIHAI	"CHIPSING"	Tuesday, 6th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 6th July, 3 P.M.
KOBE & YOKOHAMA	"HINSANG"	Wednesday, 7th July, 3 P.M.
MANILA	"LOONGSANG"	Friday, 9th July, 4 P.M.
MOJI	"CHUNSANG"	Sunday, 11th July, D'light

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for  
Shanghai and Yokohama returning to Hongkong, providing a  
service to all passengers.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout  
with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang  
Telephone No. 61.

For Freight or Passage apply to—

JAR DINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

Hongkong, 30th June, 1909.

# EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	5th July.
HAVRE, COPENHAGEN and ST. PETERSBURG	"SIAM"	Middle of July.

For Further Particulars apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 11th June, 1909.

# NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE	BINGO MARU Capt. A. Christensen	6500	WED'DAY, 7th July, at Daylight
PORE, PENANG, KAWACHI MARU	KAWACHI MARU Capt. H. Petersen	6500	WED'DAY, 21st July, at Daylight
COLOMBO and PORT SAID	TANGO MARU Capt. S. Ishikawa	8000	TUESDAY, 6th July, at 4 P.M.
VICTORIA, R.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU	AKI MARU Capt. K. Sato	7000	TUESDAY, 20th July, at 4 P.M.
SYDNEY and MELBOURNE, KUMANO MARU	KUMANO MARU Capt. N. Matheson	6000	FRIDAY, 9th July, at Noon
ISLAND, THURSDAY, YAWATA MARU	YAWATA MARU Capt. T. Sekine	5000	FRIDAY, 6th Aug., at Noon
ISLAND, TOWNSVILLE, YAWATA MARU	YAWATA MARU Capt. T. Sekine	5000	THURSDAY, 1st July, 2 P.M.
SHANGHAI and KOBE	YAWATA MARU	4000	WED'DAY, 7th July, at Noon
NAGASAKI, KOBE and YOKOHAMA	TAMBA MARU Capt. C. H. Butler	5000	FRIDAY, 9th July, at 5 P.M.
KOBE and YOKOHAMA	COLOMBO MARU Capt. M. Winkler	6500	TUESDAY, 13th July
BOMBAY via SINGAPORE	ATSUTA MARU Capt. Wm. Thompson	5000	FRIDAY, 30th July, at 5 P.M.
COLOMBO		9000	

§ Fitted with New System of Wireless Telegraphy.

1 Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS—  
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE,  
COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED  
FROM HONGKONG AS FOLLOWS:

KAMO MARU (Capt. F. L. SOMMER) - About Wed. 28th July.

MISHIMA MARU (Capt. A. E. MOSES) - About Wed. 25th August.

ATSUTA MARU (Capt. Wm. THOMPSON) - About Wed. 22nd Sept.

MYASAKI MARU (Capt. W. BAINBRIDGE) - About Wed. 20th Oct.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

## CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
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1st CLASS \$120 \$110 \$100 \$90

2nd " \$80 \$70 \$60 \$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,  
MANAGER.

Hongkong, 8th June, 1909.

# HAMBURG-AMERIKA LINIE HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,  
Levantine, Black Sea and Baltic Ports,  
and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to  
Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:

S.S. SLAVONIA 2nd July

S.S. ANDALUSIA 13th July

S.S. SAXONIA 20th July

S.S. DORTMUND 26th July

S.S. SPEZIA 13th Aug.

S.S. C. FERD. LARSEN 17th Aug.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 3th June, 1909.

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-  
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

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Japan Office:  
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YOKOHAMA.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.  
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Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY,  
AND  
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and  
fastest route, from the Pacific Coast to Chicago). Taking cargo on  
through Bills of Lading to all Overland Common Points in the U.S.A.  
and Canada, also to the principal ports in Mexico, Central and South  
America.

FOR

TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA

"TACOMA MARU" Capt. Yamamoto, 6178 SATURDAY, 3rd July

"FITZPATRICK" Capt. H. Nishiyama, 4416 SATURDAY, 31st July

"SEATTLE MARU" Capt. K. Suoi, 6178 SATURDAY, 28th August

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage  
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low  
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention  
given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE:

Taking Cargo on through Bills of Lading to all Yangtze River and North China  
Ports, by the steamers to Shanghai.

FOR

SWATOW, AMOY, FOOCHOW, "BUJUN MARU" Capt. Y. Fuzuno, THURSDAY, 1st July, at 10 A.M.

"TAMU" via SWATOW, "DAIGI MARU" Capt. H. Nishiyama, SUNDAY, 4th July, at 10 A.M.

ANPING via SWATOW, "SOSHI MARU" Capt. K. Suoi, WED'DAY, 7th July, at 10 A.M.

AMOI

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.  
First Class Cuisine.

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MANAGER.

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## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

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HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU 5000 tons gross Sail July 1st, at 5 P.M.

S.S. AMERICA MARU 6000 " " Aug. 30th, at Noon.

S.S. HONGKONG MARU 6000 " " Oct. 26th, at Noon.

S.S. MANSHU MARU 500 " " Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 29th June, 1909.

## SHIPPING IN PORT.

STEAMERS.

ANHUI, British str., 1350, J. Meathrel, 9th  
June—Shanghai 6th June, General—  
Butterfield & Swire.

BANBI MARU, Japanese str., 2358, J. Yama-  
naka, 29th June—Moji 23rd June, Coal—  
Mitsui Bussan Kaisha.

BUJUN MARU, Japanese str., 1818, Y. Fuzuno,  
27th June—Shanghai 20th June, General—  
Osaka Shosen Kaisha.

CART DREIERICHSEN, German str., 774, T.  
Kuyser, 23th June—Haiphong and Hoihow  
27th June, General—Jensen & Co.

CANBYER, British str., 2053, Bainbridge, 19th  
June—New York 24th April and Sabang  
6th June, Koroine—Standard Oil Co.

CHANGCHOW, British str., 1202, A. Partridge,  
24th June—Chinwangtao 18th June, Coal—  
Butterfield & Swire.

CHIRILL, British str., 1143, Warrack, 26th June—  
Hollo 15th and Cebu 21st June, Sugar—  
Butterfield & Swire.

CHINHUA, British str., 1248, A. Harris, 28th  
June—Shanghai 24th June, General—  
Butterfield & Swire.

DREWEENT, British str., 1562, J. Jenkins, 22nd  
June—Saloon 18th June, Rice—Mau  
Fai.

DEVATONGER, Ger. str., 1057, Fr. Rahwaldt,  
15th June—Bangkok 6th June, General—  
Butterfield & Swire.

DRUPAR, Norwegian str., 1102, J. Bing, 21st  
June—Swatow 20th June—Hamburg—  
Amerika Linie.

EMPEROR OF CHINA, British str., 3046, W.  
Dawson, a.n.s., 24th June—Vancouver 3rd  
June, General—C. P. E. Co.

FOOSHING, British str., 1423, T. Lishman, 25th  
June—Ta-Ching-Ho 18th June, Salt—  
Jardine, Matheson & Co.

FREYA, Norwegian str., 110, C. S. Christensen,  
25th June—Bangkok 18th June, Rice—  
Chinese.

FRITHOF, Norwegian str., 892, O. Andersen,  
20th June—Wuhu 15th June, Rice—  
Aagaard Thoresen & Co.

GERMANIA, German str., 1000, H. Flugel,  
17th June—Sydney 27th April, Copra—  
Siemssen & Co.

HAILAN, French str., 377, O. A. Hoeg, 27th  
June—Hoihow 25th June, General—A. R.  
Marty.

HANGCHOW, British str., 999, Mawley, 17th  
June—Chinkiang 11th June, General—  
Butterfield & Swire.

HANGSANG, British str., 1356, S. Wilde, 28th  
June—Shanghai and Swatow 27th June,  
General—Jardine, Matheson & Co.

HILARY, German str., 2032, R. Hastje, 27th  
June—Swatow 26th June, Ballast—  
Sander, Wier & Co.

HINBANG, Dutch str., 1536, Smith, 26th June—  
Moji 20th June, Coal—Jardine, Matheson  
& Co.

HOPANG, British str., 1359, Jas. M. Hay, 22nd  
June—Java 14th June, Sugar—Jardine,  
Matheson & Co.

HUICHOW, British str., 1217, E. Forsyth, 25th  
June—Swatow 24th June, General—  
Butterfield & Swire.

IOHANG, British str., 1228, T. Noeben, 25th June—  
Chefoo, General—Butterfield



